

SHIP WAS NOT AT FULL SPEED ISMAY TELLS SENATE PROBERS

NIGHT
EXTRA
COMPLETE STOCKS
ONE CENT

Newark Evening Star

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ESTABLISHED 1832.

NEWARK, N. J., FRIDAY, APRIL 19, 1912.

FAIR TONIGHT AND SATURDAY.

WHOLE WORLD MOURNS FOR SEA HORROR VICTIMS Nineteen Jersey Residents Perish; Seven Are Rescued

SHUDDERS YET AT HORROR
"WISH I COULD FORGET IT," SHE CRIES



MRS. ELIZABETH NYE.

Telling of the wreck of the Titanic and the appalling night of horror spent by the women who were saved, Mrs. Elizabeth Nye, an East Orange survivor of the most colossal tragedy of the sea, gave today a remarkably clear and forceful account of the disaster.

She told how a steward was shot dead by an officer as he reached a place in a lifeboat; how a father in an overcrowded lifeboat, saw his son drown a few yards away, and how the shrieking of the doomed sounded as the vast hulk went down slowly into the depths.

Behind the thrilling story of Mrs. Nye, told in terse, vivid and broken sentences to an Evening Star reporter at the Amperre apartments, East Orange, lay much of the inexpressible tragedy of the Titanic disaster.

"Oh, it was—! it was unbelievable, unbearable, the horror of that night!" she shuddered as she spoke and placed her hands over her eyes as if to blot out the ghastly sights that rose, spectre-like, before her.

"Every detail of it—first, our belief in our absolute security—then the panic, the rush to the lifeboats, the shouts, the fight, the shooting—all of it is seared in my memory. I wish I could get it out," she continued. "I wish I could forget—but I can't, no one of us can, nor will we ever be able to."

"I was awakened about 10:30 by the shock. There seemed to be a general rumble. I wasn't very alarmed. In fact, I didn't know what had happened."

"An officer, or steward, came through saying, 'All's well! All's well!'" "We were reassured. We never dreamt of danger. And so we did not dress."

"Then came the order—quick, ominous—'Get on deck. No time to question. On deck!—that was all.'"

"It was a beautiful night—clear as crystal. Who could have thought it could be made so horrible!"

"The officers seemed to be holding the passengers in fair order when we first reached the deck. They rushed the women to the boats, manning them and let them down. I stood by, waiting."

"I saw a boat, crowded, go down and upset. But there was no time to think—no time to grasp what it all meant."

"We saw it all—the tragic parting, the pointed revolvers."

"Soon after I got on the deck of the Titanic I saw Captain Smith handing out revolvers. There was a steward on one of the boats. An officer shouted: 'Get out of there!' He pointed his revolver and the steward went white as death."

"But they were all women in the boat. 'Let him stay,' one of them cried. 'We want some one to row.'"

"The steward remained, the officer ordered some sailors in and the boat was lowered."

"There was another steward. I saw him run furtively across and hurl himself into a boat. He had broken from the line of men—a coward."

"Deliberately, without a word, that officer beside me raised his revolver and shot the man dead. I saw the steward, the blood on his face, toppling backward and falling—down, down."

"Then came my turn."

"It was almost the last boat—I was the last woman to get on. Just as I started it commenced to drop. I pitched into it, stayed in it and we went down, swaying sickeningly."

"In our boat there were forty, almost all women. None of us had been

Who Was to Blame?

Senate Committee Is Fixing Responsibility.

ISMAY TELLS OF DISASTER

Says He Was in Bed When Titanic Crashed Into Iceberg.

CAPTAIN ROSTRON ON WITNESS STAND

Testifies That by Merest Chance Wireless Operator Caught Titanic's S. O. S.

NEW YORK, April 19.—Declaring that the Titanic was not making full speed at the time she struck the iceberg and that he was in bed when the crash came, J. Bruce Ismay, head of the White Star line, today contradicted statements to the contrary made by several passengers and members of the crew.

He was the first witness after Senator Smith had called the investigating committee to order at the Waldorf Astoria.

The details of the story were drawn out by Senator William Alden Smith, chairman of the special sub-committee charged with the examination of witnesses, and Senator Newlands, the other senator who came to New York to conduct the inquiry.

Mr. Ismay was accompanied by P. A. S. Franklin, vice-president, and Emerson E. Parvin, secretary of the International Mercantile Marine. Besides the committee, Representative Hughes, of West Virginia, whose daughter, Mrs. Lucien P. Smith, was saved, and whose son-in-law was lost, was present.

Mr. Ismay said it was arranged between him and Captain Smith, of the Titanic, not to arrive at New York lightship before 5 a. m. Wednesday. "There would have been no advantage in arriving earlier," he added.

"During your voyage did you know you were in the vicinity of ice?" Senator Smith asked.

"I knew some had been reported," replied the witness.

He said the ship was not in proximity to icebergs Saturday or Sunday, although he knew the ship would be near ice on Sunday night. The witness said he knew nothing of the Amerika and the Titanic talking by wireless about icebergs.

Mr. Ismay said he heard the captain give the order to lower the boats.

"I then left the bridge," added the official. Three boats he said he saw lowered and filled. In his own boat were four members of the crew and forty-five passengers.

"Was there any jostling or attempt by men to get into the boats?" asked Senator Smith.

"I saw none."

"How were the women selected?"

"We picked the women and children as they stood nearest the rail."

Representative Hughes handed Senator Smith a note, and then the chairman told Mr. Ismay that it was reported that the second lifeboat left without its full complement of oarsmen, and from 11:30 until 7:30 women were forced to row the boat.

"I know nothing about it."

Representative Hughes's daughter was in this boat and was assigned to watch the cork in the boat, and if it came out to use her finger as a stopper.

"Did you see the Titanic sink?"

"I did not see the Titanic go down," Mr. Ismay said, shaking his head mournfully. "I did not want to see her go down. I was rowing in the lifeboat."

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Tigers Play Today

FISHER SUFFERS FROM AN ACUTE APPENDICITIS ATTACK

Dr. Thomas H. Boyle, of 132 Belleville avenue, this city, who is attending Bobby Fisher, the Newark ball player, diagnosed Fisher's ailment at noon today and announced that the Tiger second baseman has been stricken with appendicitis. Whether Fisher will be operated upon has not as yet been decided.

PUMP WORKS SHUT DOWN IN HONOR OF GUGGENHEIM.

In honor of the memory of Benjamin Guggenheim, president of the International Pump Company, one of the Titanic victims, the Worthington Pump Works, in Harrison, closed at 11:15 a. m. today. This branch, and the other nine throughout the country, will remain shut until Monday.

Mrs. Stengel as She Arrived in New York



Jersey Survivors Home; Others Are Still Missing

W AN and worn by the gressome tragedy in which they played a part, the New Jersey men and women who are among the survivors of the Titanic wreck, told in halting, broken voices today their stories of the sinking of the liner.

C. E. Henry Stengel, the leather manufacturer, declared that Ismay did not save himself on a collapsible boat, as has been stated. In regard to that, Mr. Stengel said: "There was only one collapsible boat rescued. The crew of the Titanic did not appear to know how to put them together. They couldn't get the sides up, and the one boat that was used was in the form of a raft. It had about thirty-five people on it at the start, but only seventeen, as near as I could count, were taken from

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Best Service to California, Standard or tourist. Latter personally conducted without charge. Berth 25 Washington-Sunset Route. 632 and 628 Chestnut, Philadelphia—Adv.

Wreck Victims Tell of Awful Experiences in Making Their Escape from Doomed Steamer at Midnight Hour.

DID NOT REALIZE DANGER UNTIL SHIP WAS SINKING

Out of 2,340 Persons Aboard Doomed Liner 1,595 Go Down to Their Deaths After Crash with Iceberg; Six Others Die Afterward.

Oscar Smith, whose brother, Augustus Smith, of 49 Halsey street, is among those missing on the Titanic, is overwhelmed with grief by the attitude of the White Star employees when he sought news of his brother last night. He was denied admission to the pier where the Carpathia was to dock. He then sought the offices of the White Star Company.

"I was insulted and humiliated," said Mr. Smith, to a Star reporter this morning, "and if I had had a gun with me I would have been tempted to clean up the office."

"When I asked for news of my brother one of three clerks at the window sneeringly exclaimed: 'Here comes another.' They pushed two lists at me and said: 'If his name is on that list he's alive, and if he's on the other he's sunk.'"

"Overcome with wrath I tore myself away to collect my senses. The censorship of Siberia ought to be applied to the White Star people. I can't conceive how human beings can act in such a disgraceful manner toward those who have suffered by this awful catastrophe. My brother probably died like a rat in a trap, and when I seek news of him I am insulted by those responsible for his death."

[From a Staff Correspondent.]

NEW YORK, April 19.

AS FROM the grave 739 men, women and children disembarked from the Carpathia last night. With their present physical suffering, the agonizing memory of what they left in the dark sea 1,100 miles away, they stepped into a dark, rain-soaked street. Eighty thousand persons reflecting the sorrow and sympathy of the nation greeted them silently, many with tears in their eyes.

With the thought of the awful tragedy they were facing the crowd, unlike other crowds, made no sound. As each person issued from the pier, many of them carried out, a sigh would go up from the vast throng expressing the sentiments of the whole world toward the sufferers.

The feelings of the vast throng that surrounded the Cunard pier could be felt more than seen. None of the noise of the usual New York crowd was apparent. There was silence, only broken by the ceaseless clang of the ambulance gongs and the rumbling of the automobiles.

Occasionally the upturned faces of the crowd were revealed by the flashlight of photographers, set off incessantly from every available space. These flashes, like streaks of lightning, showed the tense faces of the thousands of men and women, grim and of a ghastly pallor.

The extraordinary police precautions seemed to be unnecessary. In the face of the awful tragedy none seemed inclined to break through the lines. There was none of the jostling and chaffing so usual in such gatherings in New York.

As early as 7 o'clock, when it was still thought that the ship was not due to dock until 3 a. m., thousands of persons blocked all the approaches to the pier.

With the eagerness on the part of those who came to witness the arrival of the survivors of the terrible tragedy there was apparent fear of what would be seen when the ship docked. The police lines were the closest ever drawn in New York. No one without a pass could get through the outer lines. The inner circle, immediately surrounding the pier, was guarded against all those who did not have a customs house pass.

This rule was absolute, and was not violated under any circumstances. Dr. Thomas Horace Evans, of Freeport, N. Y., had two patients, passengers aboard the Carpathia, and nothing that

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